

COUNTRY Germany (Soviet Zone)

REPORT NO. [redacted]

TOPIC Central Motor-Vehicle Repair Shop at Berlin-Oberschoeneweide

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DATE OF CONTENT 28 February to 4 April 1952

26 June 1952

25X1A

PAGES 3 ENCLOSURES (NO. &amp; TYPE)

REMARKS

*RETURN TO CIA  
1952*

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1. Incoming shipments observed at the Soviet central motor-vehicle repair shop SAG at Berlin-Oberschoeneweide between 28 February and 4 April 1952 included:

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[redacted]

the following engines from Zeesen, to be overhauled:  
 152 Chevrolet engines, 66 ZIS engines, 56 Ford engines, 54 Studebaker engines,  
 and 19 Willys engines;  
 and 3 Studebaker engines to be overhauled [redacted]

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2. Outgoing shipments observed during the same period of time included:

12 new repair-shop trucks and one repair-shop trailer [redacted]  
 [redacted] to Zeesen:

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25X1B

24 overhauled jeeps to Zeesen;  
 overhauled buses [redacted] to Zeesen;  
 14 repair-shop truck bodies dispatched by rail to Markersdorf/Tauro and  
 consigned to Unit [redacted]  
 the following overhauled engines dispatched to Zeesen:  
 102 Chevrolet engines, 73 Willys engines, 70 ZIS engines,  
 63 Studebaker engines, and 48 Ford engines;  
 and new cylinder blocks, including 290 Studebaker blocks and 150 Willi  
 blocks, dispatched to Kotschendorf [redacted]

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the following overhauled engines dispatched to Zeesen:  
 102 Chevrolet engines, 73 Willys engines, 70 ZIS engines,  
 63 Studebaker engines, and 48 Ford engines;  
 and new cylinder blocks, including 290 Studebaker blocks and 150 Willi  
 blocks, dispatched to Kotschendorf [redacted]

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In addition, a number of overhauled engines was installed in motor  
 vehicles, [redacted]

3. In March 1952, a total of 30 repair-shop trucks were completed, about 450  
 engines and 20 jeeps were overhauled at the installation. The capacity of the  
 present labor force should be at least 30 jeeps and could be increased by  
 hiring additional workers.

4. In view of the regular shipments of replacement parts and supplies to Bernau,  
 it is believed that a repair shop supplied by the SAG Oberschoeneweide is  
 located there.

5. On 7 March 1952, a large group of Soviet officers with ranks up to colonel  
 inspected the installation. The repair-shop trucks were demonstrated to the  
 officers. The officers also checked a repair-shop truck which had been built  
 on a three-exle ZIS chassis of a new design and which was equipped with a  
 water sprayer. The officers arrived on buses [redacted]

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6. On 23 March 1952, an officer of the shop went, with two overhauled jeeps, to  
 Ketschendorf, where it will allegedly be decided to what extent the overhauling  
 of jeeps will be continued. It will allegedly also be decided whether trucks  
 will also be overhauled at the SAG.

7. In the first half of March 1952, the management of the repair shop gave  
 dismissal notices to 50 workers. However, in late March and/or early April 1952,  
 about 10 new workers were hired.

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[redacted] Comment. The reduction of capacity which is based on seasonal reasons was  
 previously reported. [redacted] Another previous report stated that  
 a large number of damaged motor vehicles have been shipped to the U.S.S.R. in  
 exchange for the new motor vehicles which have been arriving from the U.S.S.R.  
 since mid-February 1952. [redacted]

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[redacted] Comment. [redacted] belongs to the motor-vehicle replacement parts and tire depot of the GOFG in Fuerstenwalde-Ketschendorf.

[redacted] belongs to a motor-vehicle repair shop and replacement parts depot of the Eighth Gds Army in Markersdorf near Chemnitz.

\*\*\* [redacted] Comment. Incoming and outgoing motor vehicles belong to units of the GOFG, the Air Force and the MGB; the Third Shock Army and the Eighth Gds Army; the First, Second and Third Gds Mezz Armies; and the IV Arty Corps.

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